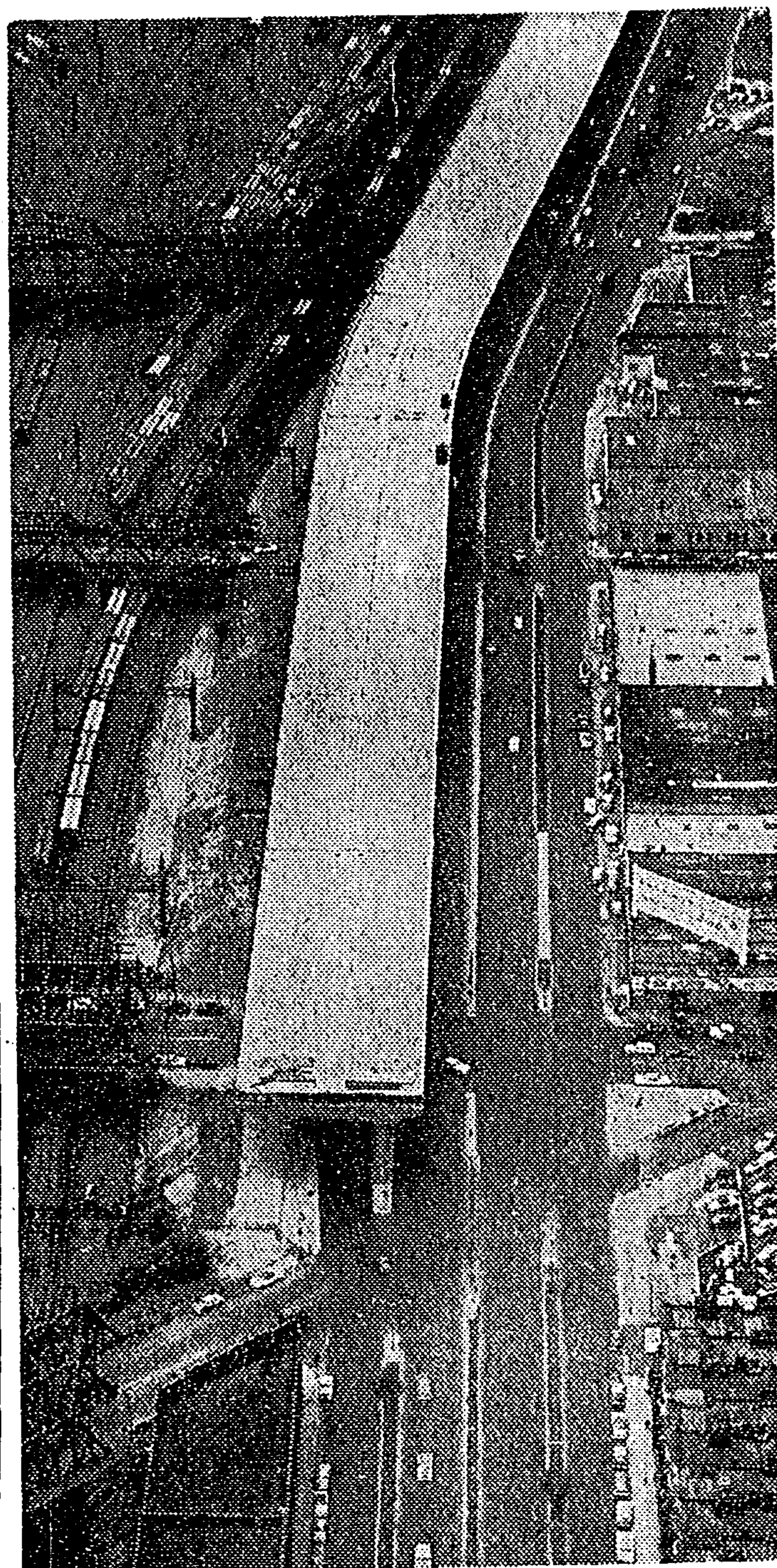
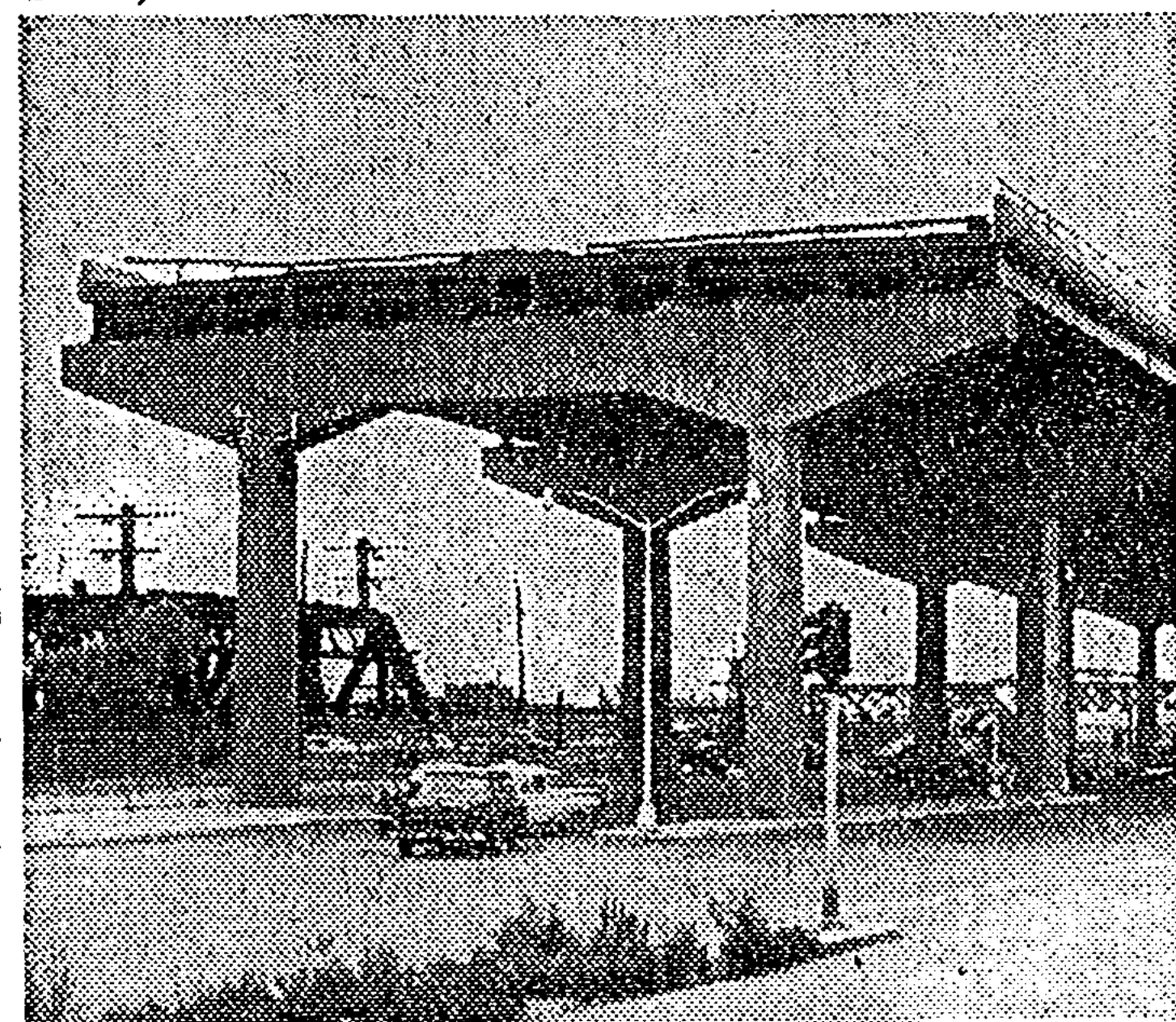


# New Expressway Ends in Mid-Air



Elevated section of Bruckner Expressway in the Bronx ends abruptly at Lafayette Avenue. In this view to the south, tracks of the New Haven Railroad are at the left.



The New York Times

Northern end of elevated section. The entire highway is not scheduled to be completed until February, 1963.

# BRONX ROAD GOING NOWHERE TILL '63

**Bruckner Expressway Link Ends in Air and Forces Motorists to Detour**

**DELAYS ARE DEFENDED**

**Engineers Says State Can't Commit Funds for Entire Artery All at One Time**

For the next thirty months motorists will be able to drive under, near or around a completed \$12,750,000 elevated section of the new Bruckner Expressway—but not on it.

The segment, from 141st Street north to Lafayette Avenue, in the lower Bronx, ends abruptly in thin air.

It will continue to be a "highway to nowhere" at least until February, 1963, when the final \$10,400,000 section is scheduled for completion. This will make possible a traffic-light-free trip from the Triborough Bridge to the new Sheridan Expressway.

In the late fall another elevated section, costing \$10,120,000, from 141st Street south to St. Ann's Avenue, including links to Major Deegan Expressway and the Triborough Bridge, will be completed.

This, harassed officials of the State Department of Public Works acknowledge, will only add to motorists' irritation. For then there will be two miles of modern—and unusable—expressway, instead of only the one-mile of viaduct that irks drivers now as they wend their way around detours at peak periods or move slowly along completed service roads.

**Charges Denied**

Engineers indignantly deny motorists' charges that "somebody goofed." Rather, they say, the six-lane divided skyway is part of an extremely complicated and costly route in a constricted and congested area "that had to be built in sections because the department could not commit the funds for the entire artery at one time.

The full reconstruction of the seven miles of Bruckner Expressway to expressway standards, from the Triborough Bridge to the New England section of the New York State Thruway (which starts at the Bronx and Pelham Parkways) will cost more than \$80,000,000. The slightly more than two miles of elevated roadway has cost \$15,000,000 a mile.

Adding to drivers' woes will be more detours and delays as work progresses on the elevated section from Lafayette Avenue to the interchange with the Sheridan Expressway at Lowell Street. The Sheridan Expressway will lead to the Central and West Bronx; Bruckner goes through the East Bronx.

**Revisions Forced Delays**

When the Bruckner Expressway, which was begun in 1957, is completed, it will be "the heaviest traveled highway in the country," the Public Works Department says.

While it had been planned to build as rapidly as possible, a spokesman for the department said revisions in plans of the complex interchanges forced delays.

A part of the snag stemmed from changing the expressway from an arterial state highway to a Federal interstate route. This, the spokesman contended, called for higher standards. It also meant the Federal Government would pay 90 per cent of the cost, instead of 50 per cent.

Holding funds while time-consuming design changes were made would have meant disrupting the over-all city wide arterial program, the spokesman said.

Meanwhile, district engineers realistically note that traffic will be jammed for at least two and a half years and simply say, "It can't be helped."